

What You Should Know About Your New DODGE



OPERATION • MAINTENANCE • ADJUSTMENTS • DRIVING HINTS

CLASSIC CAR ARCHIVE

Models D29 and D30



A Word of Welcome from Dodge

THANK YOU for the confidence you have shown in us by your purchase of a New Dodge. Your selection of a truly fine motor car that combines advanced styling, comfort, safety, and performance is a reflection of your sound judgment. It is our sincere hope that the satisfaction you derive from driving your new car will make you more than glad you chose Dodge.

Experience over the past few years has clearly demonstrated that a little care in maintaining an automobile goes a long way. Many thousands of miles of service have been built into your New Dodge. To help you get the most from your new car, we have prepared this guide book to motoring satisfaction.

Take a few minutes to read this book. Your time will be amply repaid in trouble-free motoring, reduced operating expenses, and longer car life. When your New Dodge does need maintenance attention, may we suggest you see your Dodge dealer where your car is among friends. First-class facilities, modern equipment, factory-approved parts, and factory-trained technicians are at your command.

CLASSIC ARCHIVE

DODGE DIVISION
Chrysler Corporation

Contents

	<i>Page</i>		<i>Page</i>
License Data	2	Cooling System	20
Door Locks and Keys	3	Electrical System	21
Driving Compartment	4	Lighting System	22
Instruments	5	Brake System	23
Switches	6	Wheels and Tires—Inflation Pressures . .	24
Panel Equipment	7	Wheels and Tires—Wheel Changing . .	25
Controls	8	Car Cleaning Hints—Exterior	26
Body Equipment	9	Car Cleaning Hints—Interior	27
Starting the Engine	10	Care of Varnished Surfaces	28
Break-In Speeds	11	Mileage Maintenance Table	29
Standard Transmission	12	Heater and Blower Operation	30
Gyromatic Transmission—Speed Ranges .	13	Heater and Blower Operation	31
Gyromatic Transmission—Normal Driving	14	Radio Operation	32
Gyromatic Transmission—Operating Hints	15	Planned Driving	33
Engine Oil Recommendations	16	When In Trouble	34
Engine Lubrication	17	Specifications	35
Chassis Lubrication—Front End	18	Manufacturer's Warranty	36
Chassis Lubrication—Rear Axle	19	Service and Parts	IBC

CLASSIC CAR ARCHIVE

LICENSE DATA



We suggest you record the serial numbers on your car for easy reference. This information will prove useful when called upon to furnish car identification data by your state license bureau or insurance agency, or when ordering parts from your Dodge dealer.

VEHICLE NUMBER—The vehicle number of your car is stamped on a metal plate attached to the left front door body hinge post.



ENGINE NUMBER—The engine number is stamped on a machined boss at the upper left side of the cylinder block. It appears just below the battery ground cable attached to the cylinder head.



BODY NUMBER—The body number of your car is stamped on a metal plate attached to the cowl front wall under the hood.

LICENSE DATA

	Model D29	Model D30
Number of Cylinders.....	6	6
Cylinder Bore.....	3 $\frac{1}{4}$ in.	3 $\frac{1}{4}$ in.
Stroke.....	4 $\frac{5}{8}$ in.	4 $\frac{5}{8}$ in.
Piston Displacement.....	230.2 cu. in.	230.2 cu. in.
Compression Ratio.....	7.0—1	7.0—1
A.M.A. Horsepower Rating....	25.35	25.35
Wheelbase.....	115 in.	123 $\frac{1}{2}$ in.
8-Passenger Sedan.....	—	137 $\frac{1}{2}$ in.

GARAGE INFORMATION

	Model D29	Model D30
Length Overall (with bumper guards)	—	203 $\frac{5}{8}$ in.
8-Passenger Sedan.....	—	220 $\frac{3}{4}$ in.
Station Wagon.....	—	213 $\frac{1}{2}$ in.
Two-Door Sedan.....	197 $\frac{5}{16}$ in.	—
Roadster and 3-Pass. Coupe..	195 $\frac{3}{8}$ in.	—
Width Overall.....	72 $\frac{15}{32}$ in.	72 $\frac{7}{8}$ in.
Height Overall (approximate):		
Sedans.....	64 $\frac{3}{4}$ in.	65 $\frac{1}{2}$ in.
3-Passenger Coupe.....	65 $\frac{1}{2}$ in.	—

CLASSIC ARCHIVE

DOOR LOCKS AND KEYS

KEYS—Two sets of keys are furnished with your car. The octagonal-handled key operates the front door external lock and the combination ignition-starter switch lock. The triangular-handled key operates the luggage compartment lock. If the glove compartment of your car is equipped with a lock, you will receive a third set of keys—round-handled.

You will find that key numbers do not appear on the keys, but are stamped on small metal tags supplied with the keys. To prevent unauthorized persons from obtaining a duplicate set of keys, record the numbers and destroy the tags. You can order additional sets of keys from your Dodge dealer.

DOOR LOCKS—To lock front doors, insert key and turn one-quarter turn toward the rear of the car and return to vertical.

To unlock front doors, insert key and turn one-quarter turn toward the front of the car and return to vertical.

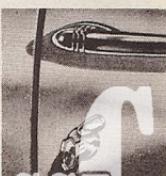
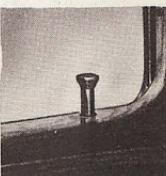
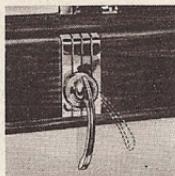
Rear doors may be locked and unlocked from the inside only by means of a remote control button in each window molding. Push the button down to lock—pull up to unlock. Rear doors cannot be opened when buttons are depressed.

All outside door locks are protected against moisture by a swivel guard. However, moisture may seep in during washing operations and freeze in cold weather. To melt ice inside the door lock, heat the key with a match or cigarette lighter and insert it repeatedly. In

many cases, blowing directly into the door lock several times will provide enough heat to free the lock.

DOOR CONTROLS—Door controls on your New Dodge are easy to operate. To unlatch or open a door from the *outside*, turn the latch downward to release it. To open a door from the *inside*, simply swing the latch toward the rear.

To lock the front doors from the inside, swing the latch handle to its extreme forward position and release. Spring tension will return the handle to its normal position. The inside lock is automatically released with the closing of the front door. Furthermore, if one of the front doors has been locked from the inside, it may be unlocked from the outside with the key.

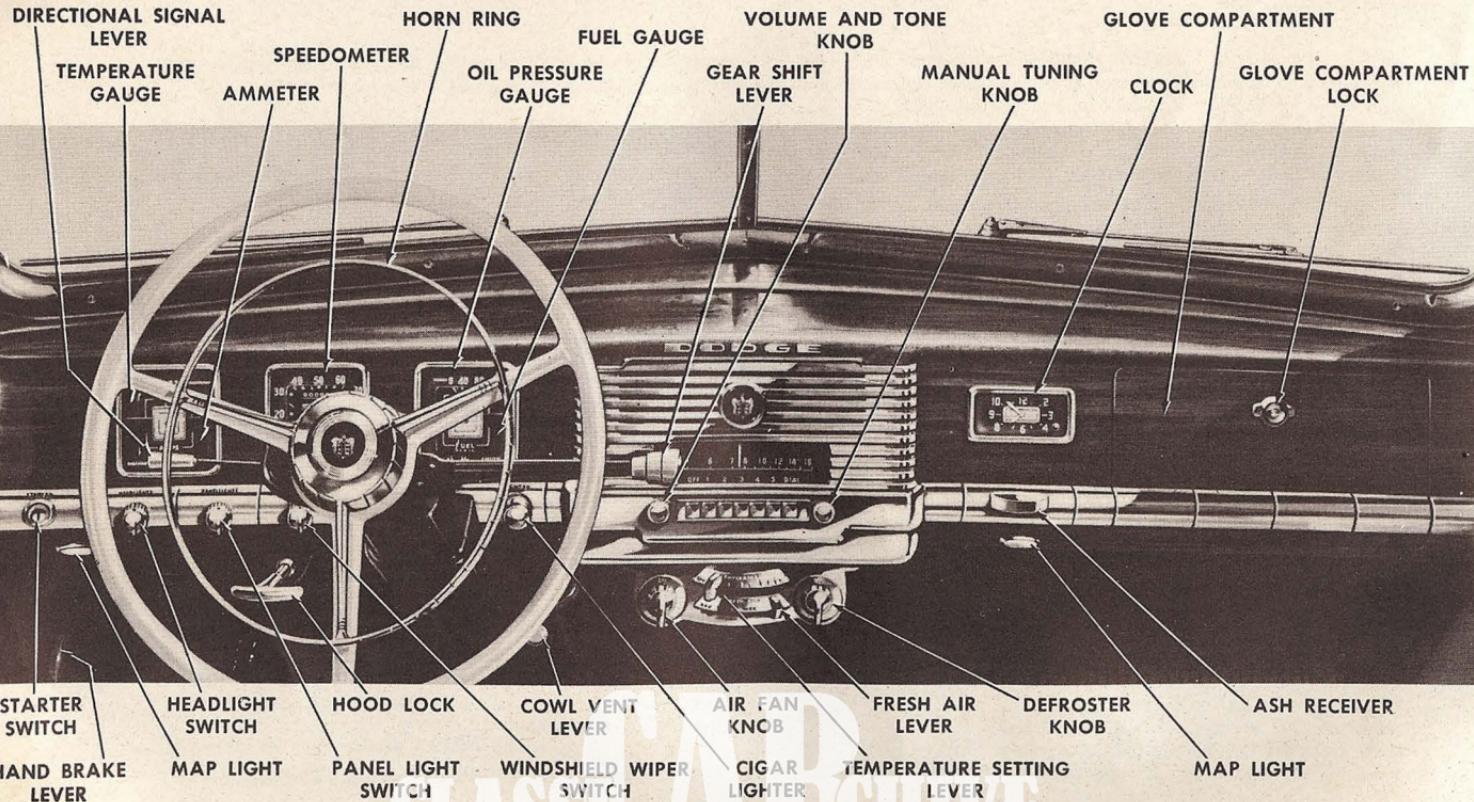


LUGGAGE COMPARTMENT LOCK—A separate key is furnished for the luggage compartment, so that it may be locked when the car is left in public parking lots. The key can be removed from the luggage compartment lid lock, whether locked or unlocked.

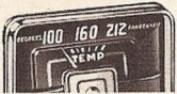
GLOVE COMPARTMENT LOCK—To lock, insert key at "3 o'clock" position, turn one-quarter turn to left and remove key. To unlock, insert key in vertical position, turn one-quarter turn to right and remove key. To open the compartment door, press inward on the face of the lock cylinder to release the lock catch.

Never leave your car unlocked when unattended.

DRIVING COMPARTMENT



INSTRUMENTS



TEMPERATURE INDICATOR—This instrument indicates the temperature of the cooling liquid in the cylinder head. Under normal driving conditions, the pointer will rest at about the center mark (160°). On long, hard drives or in slow-moving city traffic during hot weather, it may register slightly to the right of the center mark. If a sudden rise in operating temperature (above 200°) is noted, stop the engine and investigate. Check supply of water and oil. Never add water to an overheated engine. Do not drive if cooling system is frozen.



AMMETER—Indicates whether battery is being charged or discharged. If more current is drawn from battery than is being produced by generator, ammeter will show "Discharge." Pointer will indicate on "Charge" side only when generator is storing energy in battery at a faster rate than it is being consumed. When the engine is running and the battery is fully charged, ammeter pointer will show little or no charge.

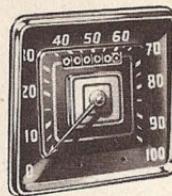


OIL PRESSURE GAUGE—The oil pressure gauge should always show pressure while the engine is running. It should register a pressure of 40 to 50 lbs. at car speeds above 30 miles per hour after the engine has reached normal operating temperature. At speeds below 30 miles per hour the gauge will read proportionately lower. If the gauge shows no pressure, stop the engine and check the oil supply. Operation of the engine without adequate oil pressure will result in serious damage.

FUEL GAUGE—The fuel gauge indicates the amount of fuel in the gasoline tank when the ignition switch is turned to the ON position (right) or to the "Accessory" position (left). When the ignition switch is turned OFF, the indicator will move to the EMPTY position. It is normal for the pointer to fluctuate slightly when travelling over rough roads or around sharp bends.



SPEEDOMETER—An easy-to-read dial makes it possible to keep a close check on car speed. A continuous reading mileage indicator appears above the pointer. Speedometer is provided with a wick lubricant in the flange at the back of the instrument case.



HIGH BEAM LIGHT INDICATOR—An indicating lamp (red) is located in the lower edge of the speedometer face between the "0" and "100" m.p.h. markings. When the telltale lamp is lighted, the driver is reminded that headlights are in "high beam" position. Use low beam when meeting other vehicles.



DIRECTIONAL SIGNAL LIGHT (Special Equipment)—The second indicating lamp located to the left of the high beam light indicator lights up when the directional signal lever is moved to either the "up" (right turn) or "down" (left turn) position. When the lever is returned to the "off" or neutral position, the warning light will cease to flash.

SWITCHES



STARTER SWITCH—Combination ignition lock-starter switch has four positions: *Ignition On*, *Starting*, *Accessory*, and *Off*. Insert ignition key and turn $\frac{1}{8}$ turn to right to energize ignition system. Continue turning key to right to start engine.

Turn key to left to operate accessories with the ignition off. To remove key, turn to center or *Off* position. See Page 10 for starting suggestions.



HEADLIGHT SWITCH—Rotate switch knob $\frac{1}{8}$ turn to right to turn on parking and taillights and to illuminate starter switch. Continue to rotate switch knob to right to turn on headlights and tail-lights and to turn off the parking lights.

Rear license plate lamp will light up with switch knob in either position. Instruments on panel cannot be illuminated by panel light switch until headlight switch knob is turned to first or second position.



PANEL LIGHT SWITCH—This combination switch serves a triple function. Rotate switch knob $\frac{1}{8}$ turn to the right to light up the map lights located at each end of the instrument panel. When headlight switch is on, instruments will also be illuminated. Rotate the switch knob $\frac{1}{8}$ turn to the left to illuminate the instruments only. Continue to rotate switch knob to left to control the intensity of instrument panel lighting to suit individual preference.

WINDSHIELD WIPER SWITCH—Turn windshield wiper switch knob $\frac{1}{8}$ turn to right to run wiper motor at slow speed. Continue to turn knob to right for maximum motor speed and wiper action in driving rain.

Caution: Do not move wiper blades across windshield when cleaning glass. To clean under wiper blade, lift wiper arm outward against pivot spring mechanism.

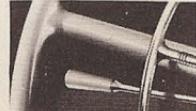


DOME LAMP—Small toggle switch located in left-hand body pillar operates dome lamp in rear compartment. In four-door sedan models, dome lamp is lighted automatically when right rear door is opened. Front compartment is lighted automatically by two map lights when right front door is opened.



HORN RING—With ignition on, depress ring at any point to sound electric horns. With ignition off, horns cannot operate. This prevents horns from blowing should accidental short circuit develop while car is parked.

DIRECTIONAL SIGNAL LIGHT SWITCH (Special Equipment)—Move lever down to signal left turn, move lever up to signal right turn. With lever in either position, warning light in speedometer dial will flash intermittently. Lever returns to neutral position automatically when sharp turn is completed, or it can be moved manually to neutral after a wide, sweeping turn.

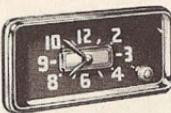


PANEL EQUIPMENT

CIGAR LIGHTER (*Special Equipment*)—Push inward on lighter knob to heat element. When element is red hot, cigar lighter will automatically pop out with an audible click. Do not hold it in the "in" position.



ASH RECEIVER—Pull out with help of control knob. To remove for cleaning, press down on ash disc and pull receiver completely out. To replace, push in until disc snaps into position.



ELECTRIC CLOCK (*Special Equipment*)—Located to left of glove compartment door. Clock is set by pulling out and turning reset stem. When the headlights or panel lights are on, a light within the clock case illuminates the dial.

GLOVE COMPARTMENT—To open door, simply grasp grooved latch knob between index and third fingers and press button inward with thumb. A self-contained glove compartment light and switch can be installed as extra equipment. Interior of glove compartment will light automatically when door is opened.



PARKING BRAKE LEVER—Parking brake lever is located under the left-hand end of the instrument panel. Parking brake is applied by a slight pull on the brake handle. To release, pull lever slightly, squeeze trigger, and allow lever to move forward. Always check that parking brake is fully released before driving car.



HOOD LOCK—The alligator-jaw type hood, opening at the front, has a concealed lock operated by a control handle located to the left of the steering column. To open the hood, pull out the control handle which releases the hood lock and raises the hood a few inches. Pull forward the auxiliary latch located under the hood nose and lift the hood. Counterbalanced springs will keep the hood open in any selected position. Accidental opening of the hood when the car is in motion is prevented by the auxiliary latch.



COWL VENTILATOR LEVER—Located to the right of the steering column just below the instrument panel. Push lever down and forward to open ventilator door. Pull lever all the way up (toward seat) to close. In rainy weather keep ventilator door closed tightly to prevent entry of water.

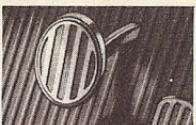


CONTROLS



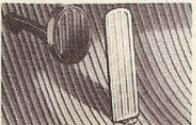
CLUTCH PEDAL—When clutch pedal is in released position, clutch is engaged with the transmission. When pedal is depressed to floor board, clutch is disengaged to permit shifting of gears.

There should be one inch of free movement in the clutch pedal at all times. Avoid driving with foot resting on pedal, as this habit causes unnecessary wear on clutch parts.



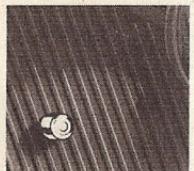
BRAKE PEDAL—You will find the brakes in your car sensitive to the lightest pedal pressure. When brake pedal is depressed, equal braking pressure is applied to all four wheels by hydraulic

fluid transmitted from a master cylinder to individual wheel cylinders. When pedal travel becomes excessive, see your Dodge dealer for a brake adjustment.



ACCELERATOR PEDAL—The degree of pressure you exert on this pedal controls the engine speed of your car. The balanced construction of this pedal lessens leg and foot fatigue on long drives and assures more positive control of car speed. Avoid tramping the accelerator pedal while waiting for traffic signals, as this habit wastes gas.

HEADLIGHT DIMMER SWITCH—Operates only when headlights are on. Depress button with foot to transfer headlights from "high" to "low" beam and vice versa. A red warning light in the speedometer face lights up when headlights are in "high" beam position. Driving courtesy demands that you switch headlights to "low" beam whenever approaching vehicles on the highway.



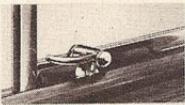
SEAT ADJUSTMENT—Adjustment of the front seat is easily regulated by a release lever located on the left side of the seat. Just lift this lever and slide the seat forward or backward to obtain most comfortable position. Front seat has an adjustment range of five inches. As seat moves forward it also rises to provide better visibility for the driver who needs to be close to foot controls.



SEAT CUSHION SPRINGS—You will find the new type seat cushions of your new Dodge exceptionally comfortable. If you prefer a firmer cushion, your Dodge dealer can install additional auxiliary coil springs. Installation of these auxiliary springs can be made quickly since it is not necessary to disassemble the seat cushion.



CLASSIC ARCHIVE

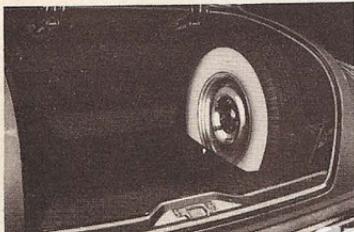


VENTILATING WINGS—A new safety-lock on ventilating wings in door windows makes it difficult for anyone to break into your car through these wings. After closing wing, turn latch handle down.

When it clicks, turn button-screw clockwise until tight. Latch cannot be pulled up. To open wing, turn button-screw counterclockwise to end of thread, then press button and lift latch.

REAR VIEW MIRROR—Position of inside rear view mirror may be adjusted to suit height of the driver by rotating $\frac{1}{2}$ turn and then raising or lowering to suit.

LUGGAGE COMPARTMENT—You will find the luggage compartment unusually roomy. Lifting the compartment lid is made easy by counterbalanced springs in the lid hinge. On most models, the bumper jack is mounted behind the spare wheel and tire on the right side of the compartment. See Page 25 for instructions on how to remove and use jack.



CONVERTIBLE COUPE TOP

The switch for raising or lowering the convertible coupe top is located on the right side of the instrument panel. To keep operating mechanism in good condition, operate the top at least once a month. CAUTION: Do not attempt to raise or lower the top while car is in motion.

TO LOWER THE TOP

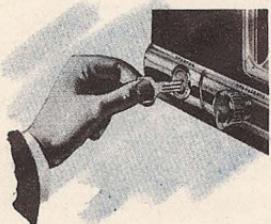
1. Remove boot from top compartment and make certain compartment is entirely free of all objects.
2. Loosen top front hold-down clamp by turning locking knob (located in center of top header) counterclockwise.
3. Raise header free of locating dowels on top of windshield.
4. Move top control switch lever to left and hold in this position until top is fully lowered.
5. Fasten top boot in position over top compartment.

TO RAISE THE TOP

1. Remove boot.
2. Move switch lever to right and hold until top is fully raised.
3. Pull top header down into place over windshield locating dowels and lock securely by turning locking knob clockwise.
4. Fasten the two button fasteners on each side of top's lower rear quarter panels.
5. Fold top boot, pack in case provided and stow in top compartment.

See Page 28 for information on care of convertible top materials and plastic windows.

STARTING THE ENGINE



Your New Dodge is equipped with an automatic starting system. You will not find a starting motor switch button on the instrument panel or a starting pedal on the floor board. The starting motor switch is combined with the ignition switch to make starting the engine one simple operation.

To start the engine, insert the ignition key in the starter switch and turn fully to the right (clockwise). This action supplies current to the ignition system and operates the starting motor at one and the same time.

When the engine fires, release the ignition key; it will return automatically to the "ignition on" position. You drive with the ignition key in this position.

Turning the ignition key fully to the left (counterclockwise) completes the electrical circuit to the fuel gauge, ammeter, radio, and other accessories, but not to the ignition. This "accessory" position enables you to check fuel level or operate accessories without starting or running the engine.

To stop the engine, turn ignition key to "off" (vertical) position and remove key. Warning: Always remove ignition key when you leave the car.



STARTING SUGGESTIONS

Before you start the engine, make sure the gear shift lever is in the neutral position and the parking brake is in the applied position. Depress the clutch pedal and hold in this position until engine has started and run for a few seconds. Depress the accelerator pedal approximately one-third of its full travel to assure quick starting. Do not "pump" the accelerator as this may overchoke or "flood" the engine and cause difficult starting.

In the event the engine becomes overchoked or flooded at any time, press down the accelerator pedal fully to admit maximum amount of air into the intake system. Operate the starting motor continuously (by holding the ignition key in the starting position) until the engine starts. If it becomes desirable again to choke carburetor for starting, press down accelerator pedal one-third of its travel.

CAUTION: Never "race" the engine when it is cold. Allow engine to warm up before driving at moderate speeds.

WARNING: Never start or run an engine in a closed garage. Exhaust gases from all gasoline engines contain carbon monoxide gas—a deadly poison gas which gives no warning of its presence . . . it is tasteless, colorless, and odorless.

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BREAK-IN SPEEDS

YOU have every reason to expect years of dependable service from your Dodge. The care you give it in the *first few hundred miles* will determine how much lasting satisfaction and trouble-free operation will be yours in the years ahead. Engine, transmission, rear axle, brakes, and tires need to be properly "broken in" in the initial driving period.

The "breaking-in" process has been materially reduced for owners of the New Dodge. It is now possible to drive at speeds of as high as 70 miles per hour in the first 500 miles of operation. Slow and cautious running in is no longer necessary. Here is a recommended "break-in" schedule that will assure best results:

For the first 250 miles do not exceed speeds of 40 miles per hour. This maximum speed restriction will permit all chassis parts to be broken in gradually.

Car speed can be increased at the rate of 5 miles per hour for each 25-mile distance travelled after the first 250 miles, as follows:

- 0 miles to 250 miles—40 m.p.h. maximum
- 250 miles to 275 miles—45 m.p.h. maximum
- 275 miles to 300 miles—50 m.p.h. maximum
- 300 miles to 325 miles—55 m.p.h. maximum
- 325 miles to 350 miles—60 m.p.h. maximum

Do not drive at *sustained* speeds above 70 miles per hour during the first 1000 miles.

Steady operation at speeds above 40 miles per hour during the "break-in" period is not recommended. Release the accelerator momentarily to vary car speed. Also do not speed up (race) the engine to warm it quickly.

FUEL SELECTION

The engine of your New Dodge is designed to give highly efficient performance with the use of "regular" grades of gasoline. The higher "anti-knock" types of premium fuels are not required, if the engine is maintained in proper operating condition by occasional engine tune-up operations. In warm weather the "regular" grades of gasoline are less likely to vaporize in the fuel system and cause vapor lock which may result in engine stalling.

The fuel tank in your car is provided with a filter to prevent sediment or other foreign material from entering the fuel lines and causing carburetor or fuel pump troubles. This filter requires no cleaning or any other service attention throughout the life of your car under normal conditions.



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STANDARD TRANSMISSION

FLUID DRIVE OPERATION—Much of the operating flexibility you will experience behind the wheel of your New Dodge is due to Fluid Drive which substitutes a cushion of fluid for the rigid mechanical connection ordinarily found between engine and clutch. Engine power is transmitted to the drive shaft by means of two parallel-facing rotors operating in a medium of fluid in a sealed housing. One of the rotors, known as the *impeller*, is attached to the engine crankshaft. The other, called a *runner*, connects with the drive shaft. As the impeller rotates, it throws a whirlpool of fluid into the runner which causes it and the drive shaft to turn.

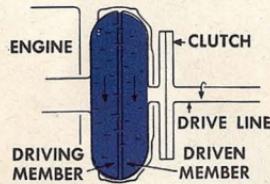
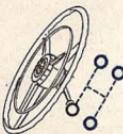


Diagram at left illustrates how Fluid Drive works. Driving member is known as the *impeller*—driven member is called the *runner*.

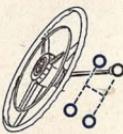
SHIFTING GEARS—Shifting gears with Fluid Drive and conventional transmission is exactly the same as shifting gears in an ordinary car. You depress the clutch pedal every time you shift. You have three speeds forward and one in reverse. While Fluid Drive enables you to drive all day without ever shifting out of high gear, it is advisable to shift into neutral

when your car is going to idle for longer than a few minutes. Shifting into second gear is recommended for faster acceleration after a full stop.

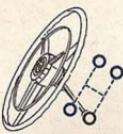
FIRST or low gear gives you maximum pulling ability. A car speed of 5 to 10 miles per hour is sufficient before shifting into second gear. Speed should not exceed 24 miles per hour in low gear.



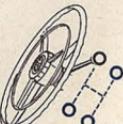
SECOND or intermediate gear with Fluid Drive is an ideal gear for fast, smooth get-aways. You should shift from second to high at 15 to 20 miles per hour. Speed should not exceed 43 miles per hour in second gear.



THIRD or high gear is your regular cruising gear. If you wish to keep your car in high gear at stops, just shift your foot from accelerator to brake pedal.



REVERSE gear. Bring your car to a complete stop before shifting into reverse to avoid clashing gears. Back up slowly. Be careful to see that no obstruction is behind you.



GYROMATIC TRANSMISSION

THE GYROMATIC TRANSMISSION (supplied as extra equipment on Model D30 cars) is a hydraulically operated transmission that lets you drive under all normal conditions without touching either the clutch pedal or gearshift lever. Both are at hand, however, for those infrequent occasions when you might need them. A touch of the toe on the accelerator pedal is all that is required for most of your driving. You stop by touching the brake pedal—no need to declutch or shift into neutral. Driving is made almost effortless, yet you have personal control of the gear shifting.

Gyromatic Transmission shifts itself only when you want it to shift. It does not follow a fixed pattern of shifting up or down through all the gears regardless of the driving conditions. You select the moment and the speed when you want the transmission to shift itself automatically from one forward speed to another.



**POWER RANGE
for PULLING POWER**

SHIFTS BETWEEN RANGES ARE

**DRIVING RANGE
for NORMAL DRIVING**

PROVIDES
2 FORWARD SPEEDS

DRIVER-CONTROLLED WITH CLUTCH AND GEARSHIFT LEVER

PROVIDES
2 FORWARD SPEEDS

1st GEAR for EXTREME POWER
(Shifts between these 2 gears are driver-controlled with accelerator pedal)

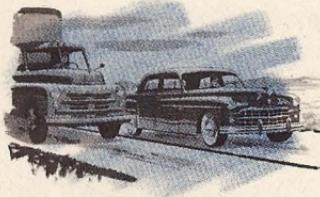
2nd GEAR for PULLING POWER

3rd GEAR for ACCELERATION
(Shifts between these 2 gears are driver-controlled with accelerator pedal)

4th GEAR for CRUISING

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GYROMATIC TRANSMISSION



and the car will continue in this gear as long as you press on the accelerator.

Shift into 4th (cruising) gear at speeds above approximately 13 miles per hour by letting up on the accelerator pedal momentarily. Use this gear for all normal driving. The transmission will shift automatically from 4th to 3rd whenever car speed drops below approximately 11 miles per hour. To return to 4th gear, increase car speed to approximately 13 miles per hour, then release pressure on accelerator pedal. For maximum fuel economy, stay in 4th gear and avoid excessive use of 3rd gear.

To stop the car in traffic, merely release pressure on the accelerator pedal and apply the brakes. To get the car in motion, release the light pressure on the brake pedal that has kept the car stationary and press on the accelerator.

WHEN TO USE POWER RANGE—When a fast get-away is needed or when a start is being made on a steep upgrade, use the Power Range for extra power. Just depress the

NORMAL DRIVING—To get the car in motion under ordinary conditions, depress the clutch pedal, move the gearshift lever to the Driving Range position, release the clutch gradually, and press on the accelerator. You are automatically in 3rd (accelerating) gear

clutch pedal, move the gearshift lever to Power Range position, release clutch pedal gradually, and press on the accelerator.

If this shift is made when car speed is above approximately 8 miles per hour, you will be in 2nd gear. If this shift is made when car speed is less than approximately 6 miles per hour, or if car speed drops below this rate, the transmission will automatically shift into 1st gear.

Ordinarily, 2nd gear can be bypassed when starting the car in the Power Range. With the transmission in 1st gear, depress the clutch pedal and move the gearshift lever down to the Driving Range where it will engage 3rd gear. Release the clutch pedal gradually and press on the accelerator. At any speed above 13 miles per hour, release the accelerator pedal momentarily and the transmission will shift automatically into 4th gear.

FOR QUICK PASSING—When a quick burst of speed is needed to pass vehicles on the road, push the accelerator pedal firmly to the floor board. Instantly the transmission will shift from 4th (cruising) gear to 3rd (accelerating) gear. When the shift to the lower gear is completed, do not hold the accelerator pedal in the wide open position, but control acceleration as desired. Return to 4th gear by releasing the accelerator pedal momentarily. The "kick-down" shift is not intended to be used at speeds above 35 miles per hour.

GYROMATIC TRANSMISSION



DESCENDING HILLS—It is recommended that 2nd gear always be used when making steep descents. This lets the engine do a good share of the braking job. Do not attempt to use 3rd gear or 1st gear as a braking aid.

If you are going down a steep grade faster than 6 miles per hour in Driving Range, depress clutch pedal and shift into Power Range. Keep the clutch pedal depressed momentarily. When clutch pedal is released, you will automatically be in 2nd gear.

If you are parked on a steep incline, begin your descent in Power Range. The transmission will automatically be in 1st gear. After car speed has reached approximately 8 miles per hour, the shift from 1st to 2nd gear can be accomplished in one of two ways. Depress clutch momentarily and release, or quickly depress accelerator pedal and release. In either case, the transmission will automatically provide 2nd gear.

While going down hill in 2nd gear (using the engine for braking), you may need to slow down still more, as when approaching a curve. Press your brake pedal. If car speed drops below approximately 6 miles per hour, the transmission will shift into 1st gear. To regain the braking assistance of the engine, return to 2nd gear by momentarily depressing

clutch pedal or accelerator pedal at a car speed above 8 miles per hour, as explained in the preceding paragraph.

REVERSE—To use the reverse gear, bring car to a stop, depress the clutch pedal and move gearshift lever upward and forward to "Reverse" position. Release the clutch pedal slowly and depress accelerator pedal.

PUSHING CAR TO START ENGINE—Turn on the ignition. Depress clutch pedal and move gearshift lever to Power Range position. Let the car be pushed until it is traveling 10 to 15 miles per hour. Then release the clutch pedal. You will be in 2nd gear and the engine should turn over quite readily.

OPERATING HINTS—Move gearshift lever to the Neutral position whenever the car is allowed to stand, with the engine running, for longer than the usual traffic signal period.

Move gearshift lever to the Neutral position whenever the car is towed to a garage for service attention.

To stop the car and engine, release the accelerator pedal and apply the foot brakes. With the car at a standstill, move the gearshift lever to the Neutral position, set the hand brake, and remove the ignition key.

For maximum pulling ability in deep snow, mud, or sand, move gearshift lever to Power Range.

ENGINE OIL RECOMMENDATIONS

Proper engine lubrication is essential to low maintenance costs and efficient engine performance. Here are three good rules to follow to insure long engine life and satisfactory operation:

1. Select good quality oil of the proper type and grade
2. Pay careful attention to oil level in crankcase
3. Change oil at recommended intervals

Different types of engine oil are available to meet various driving requirements. Both types recommended for car engines are furnished in several grades:

Regular Type—This term designates motor oil generally suitable for use in internal combustion engines under moderate operating conditions.

Premium Type—This term designates motor oil having the oxidation stability and bearing corrosion preventive properties necessary to make it generally suitable for use in internal combustion engines where operating conditions are more severe than regular duty.

FIRST OIL CHANGE AT 1000 MILES—It is recommended that you use No. 10-W engine oil in the crankcase during the first 1000 miles. Break-in oils or compounds are not recommended. If necessary to add oil during the first 1000 miles, No. 10-W should be used regardless of the season or climatic conditions.

AFTER 1000 MILES—When your speedometer registers 1000 miles, the crankcase should be drained and refilled with the proper viscosity oil according to the atmospheric temperature

expected. The best time to drain the crankcase is after a run, while the engine is still hot. Never use kerosene for flushing out the oil pan and lubricating system.

ENGINE OIL RECOMMENDATIONS—Under normal conditions oil changes should be made every 2500 to 3000 miles, according to the following recommendations:

If you anticipate that the minimum atmospheric temperature will be:

Not lower than +32° F.....Use SAE 30

As low as +10° F.....Use No. 20-W

As low as -10° F.....Use No. 10-W

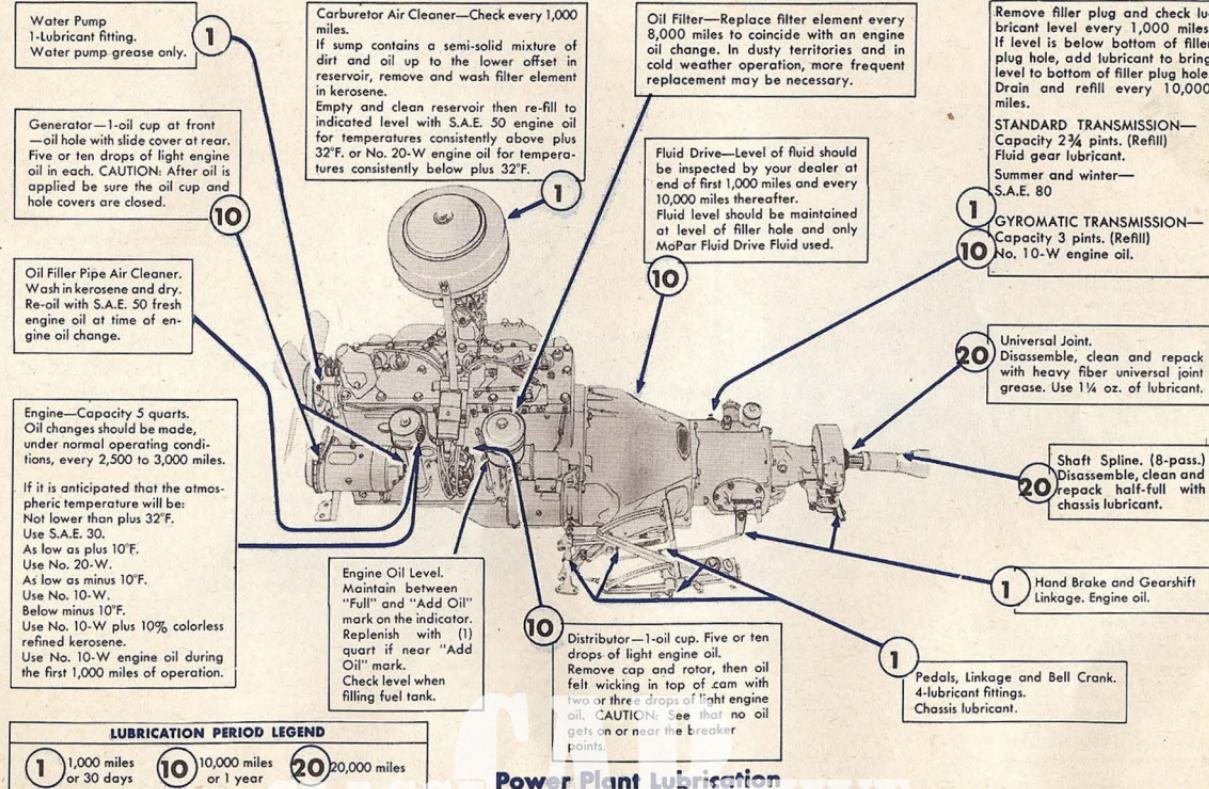
Below -10° F.....Use No. 10-W plus 10% colorless refined kerosene

Stop-and-go driving, dusty conditions, and short runs in cold weather may require more frequent oil changes. Consult your Dodge dealer for special recommendations.

ENGINE OIL LEVEL—Have the oil level checked each time you stop for fuel. Allow car to stand with engine not running from two to five minutes before checking oil level. If oil level on dip stick is between "Add Oil" mark and "Full" mark, it is not necessary to add oil. If oil level drops to the "Add Oil" mark or slightly below, add only one quart of oil.



ENGINE LUBRICATION

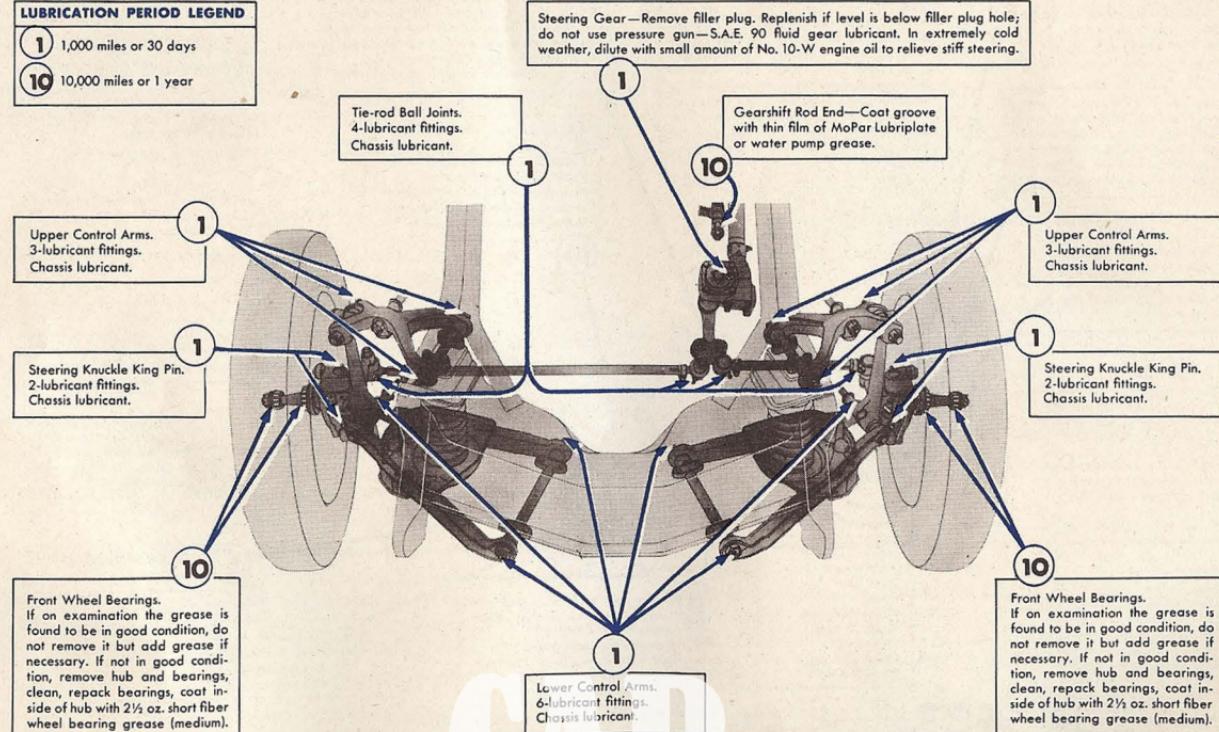


Power Plant Lubrication

CHASSIS LUBRICATION

LUBRICATION PERIOD LEGEND

- 1** 1,000 miles or 30 days
- 10** 10,000 miles or 1 year

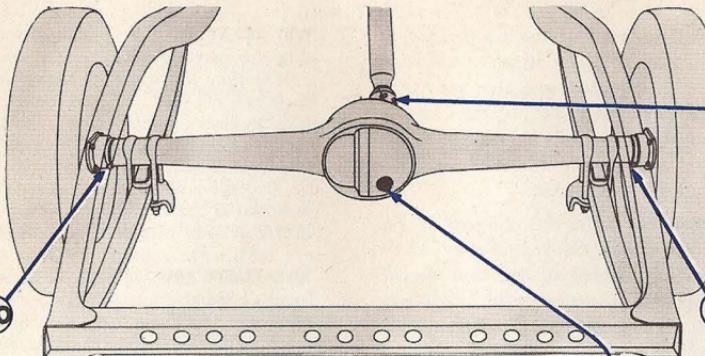


CLASSIC CAR ARCHIVE

CHASSIS LUBRICATION

LUBRICATION PERIOD LEGEND

- 1** 1,000 miles or 30 days
- 10** 10,000 miles or 1 year
- 20** 20,000 miles



Rear Wheel Bearings.

Remove plug. Lubricate with $\frac{1}{2}$ oz. of short fibre wheel bearing grease (medium). Use low pressure hand gun. Replace plug. Caution: do not overlubricate.

20

Universal Joint.
Disassemble, clean and repack with heavy fiber universal joint grease. Use $1\frac{1}{4}$ oz. of lubricant.

20

Rear Axle Differential—Capacity $3\frac{1}{4}$ pints — except 8-Passenger Sedan and Station Wagon— $3\frac{1}{2}$ pints.

Remove filler plug and check level of lubricant every 1,000 miles. If below bottom of filler plug hole, add lubricant.

Drain and refill every 20,000 miles. Refill with extreme pressure hypoid gear lubricant to bottom of filler plug hole.

For average temperatures above minus 10° F.—use S.A.E. 90.
For average temperatures below minus 10° F.—use S.A.E. 80.

1

20

Rear Wheel Bearings.

Remove plug. Lubricate with $\frac{1}{2}$ oz. of short fibre wheel bearing grease (medium). Use low pressure hand gun. Replace plug. Caution: do not overlubricate.

Rear Axle and Rear Wheel Lubrication

MISCELLANEOUS LUBRICATION

Every 1,000 miles—Door hinges, hood clamps and other hard to lubricate places. Use MoPar Dripless Penetrating Oil. Door strike plates, dovetails and rotor wheels. Use a stainless stick lubricant.

Lock cylinders. Use MoPar Lubriplate or a similar lubricant sparingly.

Every 10,000 miles—Rear Springs. Use MoPar Spring Lubricant. Lubricants containing inert materials such as asbestos fiber, graphite or silica are undesirable. A special lubricant gun for spring leaves with metal covers should be used.

Speedometer. Every 10,000 miles, saturate wick in light oil and reinstall in the cable flange at the back of speedometer. Every 10,000 miles the speedometer cable should be disconnected at the instrument, the shaft removed and coated with MoPar All-Weather Speedometer Cable Lubricant.

Propeller shaft center bearing (8-passenger models only). Short fiber wheel bearing grease (medium) should be applied through the lubricant fitting every 10,000 miles.

Windshield wiper pivots (custom models only). Remove screw in top of mounting plate on front outside of windshield and inject a few drops of light oil. Rein-stall the screw—Every 10,000 miles.

The clutch release bearing and the starter bearing are lubricated at time of assembly and do not require further lubrication.

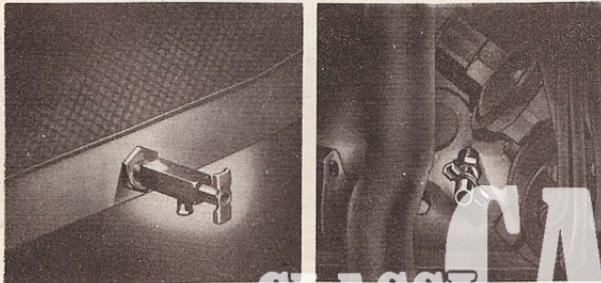
SPECIAL ATTENTION

Cars operated principally on gravel or dusty roads may need lubrication attention more frequently and should be serviced as required. In dusty territories the air cleaners should be cleaned often. Under extreme conditions, once a day may be necessary.

COOLING SYSTEM

FILLING THE COOLING SYSTEM—The level of the cooling liquid should be $1\frac{1}{4}$ inches below the bottom of the filler neck. If more water is added, it will flow out of the overflow vent after the engine has become warm. When water is added to the radiator, be sure it is clean and free from alkali which forms scale that eventually clogs the passages. Never pour cold water or anti-freeze solution into the radiator when the engine is overheated.

DRAINING THE COOLING SYSTEM—To drain the cooling system, open the drain cock located in the lower front side of the radiator. This drain cock is accessible from underneath the front bumper or by removing a metal handhole plate near the top of the radiator. To allow complete draining of the engine, open the second drain cock located on the left side of the engine block between the oil filler pipe and the distributor. A short length of rubber hose can be attached to each drain cock to facilitate draining into containers. Leave both drain cocks open after draining if your car is to be stored for any length of time.



RUST RESISTOR—Rust in the cylinder block or radiator core can clog the cooling system and is the most common cause of engine overheating. In warm climates the system should be drained at least twice a year, flushed thoroughly and MoPar Rust Resistor added. This special chemical helps combat rust and scale by depositing a protective coating on the walls of the water jacket and in the radiator core itself. In cold climates the system should be drained and flushed at the beginning of the fall and spring seasons. If the anti-freeze used does *not* contain an effective rust inhibitor, add MoPar Rust Resistor.

ANTI-FREEZE PRECAUTIONS—Unless protective measures are taken, freezing weather can seriously impair the operation of the cooling system. Anti-freeze solutions based on alcohol or methanol (synthetic alcohol) or permanent types such as ethylene glycol are recommended. Before adding anti-freeze the system should be checked for leaks and flushed thoroughly clean. Cylinder head nuts and hose connections should be tightened and water pump inspected. Keep a watchful eye for leaks after the anti-freeze has been installed. Test anti-freeze frequently during cold weather to make sure you are ready for the lowest expected temperature.

CAUTION: Anti-freeze solutions containing sodium chloride, calcium chloride, magnesium chloride, or any inorganic salt should never be used as an anti-freeze. Water soluble organic products, such as sugar, honey, or glucose, or any organic crystalline compounds are not recommended. Mineral oils such as kerosene or engine oil may damage hose connections and other parts.

FAN BELT ADJUSTMENT—The fan belt should be correctly adjusted at all times to assure proper cooling by the water pump and charging of the battery by the generator. With proper adjustment you should be able to deflect the belt approximately $\frac{1}{4}$ inch by thumb pressure midway between the fan pulley and the generator pulley.

CLASSIC
CAR ARCHIVE

ELECTRICAL SYSTEM



BATTERY—The storage battery of your car is located in the engine compartment on the left side. It is held in its carrier by hold-down bolts. It becomes accessible for service by lifting the hood.

The battery should be kept clean and dry. When corrosion appears or electrolyte is spilled, the affected parts should be washed with a bicarbonate of soda solution and then rinsed. Terminals of the battery cable should be kept clean and tight and coated with vaseline.

Keep the battery solution to the star level (approximately $\frac{1}{4}$ in. above the plates) by adding distilled water if available. If not, good tap water that is clean and fit to drink may be used. Check level and add water at least once a week in hot weather and every two weeks in winter.

CAUTION: Never allow a flame or spark to be brought near the battery vent openings. A mixture of hydrogen and free oxygen is formed when the battery is charging. These gases will explode when ignited.

GENERATOR—The generator requires very little maintenance. The front and rear bearings should be lubricated with five or ten drops of light engine oil every 10,000 miles. After oil is applied, be sure the oil cup and hole covers are closed. Brushes should be inspected every 10,000 miles and replaced if worn out.

SPARK PLUGS—For maximum life and efficiency, spark plugs should be kept clean and adjusted. The porcelain exterior

should be wiped clean every 2500 to 3000 miles, or more often in damp weather. The carbon deposit which forms on the electrodes should be removed in a sandblast cleaner. Adjust spark plug gaps after cleaning to .038". Make all adjustments on the side electrode; don't try to bend center electrode.

DISTRIBUTOR—The sequence in which engine cylinders fire is determined by the distributor. Dirt or moisture on the outside or inside of the distributor cap can cause faulty starting. When you are cleaning the cap, check it for cracks and inspect the inner terminals for corrosion. Make sure ignition cable terminals are firmly seated in the distributor cap towers.

ELECTRIC HORMS—The electric warning horns are connected through the ignition switch so that they cannot be operated when the switch is turned off. The horns operate in the usual manner when the ignition is turned on.

ENGINE TUNE-UP—Top engine performance and economy depend to a great extent on the all-around condition of the electrical system in your car. A complete electrical tune-up job is best handled by your Dodge dealer. He has the proper equipment to check generator regulator setting, ignition timing, battery specific gravity, adjustment of distributor breaker points, and setting of spark plug gaps. You will enjoy many more miles of driving satisfaction by visiting your dealer for an engine tune-up every 6,000 miles.

LIGHTING SYSTEM

Your new, improved "Sealed Beam" headlights are easy to maintain. All you need to do is occasionally wipe off the outside of the lens. Checking aim periodically also is a good safety practice. In the event of accidental damage or burning out, the entire headlight unit can be easily replaced by your Dodge dealer. Insist on "Sealed Beam" units identical to the type installed as original equipment.

Light bulbs in both the external and internal lighting system of your Dodge are easy to replace. Double filament bulbs are used in the tail lights and parking lights if a directional signal system is installed. Use the light bulb chart on this page for quick reference when replacing burned out or damaged bulbs.

The main lighting circuit of your car is protected by an automatic-reset circuit breaker. In the event of a "short circuit" or "ground," the circuit breaker will open automatically before damage occurs. It will continue to open and close until the trouble clears or is corrected. It will then automatically return and stay in the normally closed position.

A fuse of 14-ampere capacity is inserted in the radio circuit to prevent damage.

LIGHT BULB CHART

Location	No. Req.	Candle Power	Mazda No.	Chrysler Part No.
Headlights.....	2	45/35W	4030	854750
Parking Lights (W/O Dir. Sig.).....	2	3	63	142303
Parking Lights (W/ Dir. Sig.)*.....	2	21-3	1158	142449
Tail Light (W/O Dir. Sig.).....	2	3	63	142303
Tail Light (W/ Dir. Sig.)*.....	2	21-3	1158	142449
Rear License Plate Light.....	1	3	63	142303
Stop Light.....	2-D30	21	1129	142308
Stop Light.....	1-D29	21	1129	142308
Back-Up Light*.....	1	21	1129	142308
Headlight High Beam Indicator.....	1	2	55	125588
Directional Signal Indicator*.....	1	2	55	125588
Instrument Panel Lights.....	4	2	55	125588
Ignition Switch Light.....	1	1	51	115273
Speedometer Light.....	1	3	63	142303
Map Light—Right.....	1	21	1129	142308
Map Light—Left.....	1	21	1129	142308
Map Light—Left (W/ Hand Brake Signal).....	1	21-21	1110	142305
Dome Lamp.....	1	15	88	142446
Pillar Lamps.....	2	15	88	142446
Glove Box Light*.....	1	2	55	125588
Radio Dial—6 Tube*.....	1	1	44	187189
Radio Dial—8 Tube*.....	1	2	55	125588
Clock Dial*.....	1	2	55	125588
Spot Light*.....	1	—	4515	1253120
Fog Light*.....	2	35W	Spec.	986327

*Special Equipment.

CIRCUIT PROTECTORS

Circuit	Type	Rated Capacity	Location	Chrysler Part No.
Main Lighting.....	Cir. Brkr.	30 Amps	Right of Ammeter	1257556
Windshield Wiper.....	Cir. Brkr.	8 Amps	Left of Fuel Gauge	1257557
Gyromatic Transmission*.....	Cir. Brkr.	15 Amps	Air Cleaner Bracket	1244929
Clock**.....	Fuse	3 Amps	Clock Lead Wire	150836
Radio—6 Tube*.....	Fuse	14 Amps	Ignition Term. Feed	147685
Radio—8 Tube*.....	Fuse	14 Amps	Ignition Term. Feed	147685
*Special Equipment				
**Borg Clocks Only				

BRAKE SYSTEM



BRAKE ADJUSTMENT—The hydraulic brakes on your car were engineered to give dependable and efficient service under all conditions. An occasional adjustment to compensate for normal brake lining wear is the only maintenance required until you have driven many thousands of miles when it may become necessary to reline the brakes. When the brake pedal on application goes within one inch of the floor board in making an ordinary stop, see your Dodge dealer for a brake adjustment. Delay in adjusting brakes may prove costly in a sudden emergency stop.

BRAKE RELINING—At high mileages when the brake lining is worn beyond safe operating limits, it will be necessary to reline the brake shoes to provide maximum braking area and to avoid damage to brake drums. The original lining was bonded to the brake shoes by the Cyclebond Process at the factory. No rivets were used to fasten the lining to the brake shoes. This gives you extra lining life and other important advantages. Let your Dodge dealer install MoPar Brake Shoe Facings prepared for bonding when you find the lining needs replacement.

BRAKE FLUID—It is important that only MoPar Super Brake Fluid be used in the hydraulic braking system of your car. Don't accept substitute brake fluids for refills. Have the level of the brake fluid in the master cylinder checked periodically

and whenever brake shoe adjustment is required. Maintain the level of fluid not lower than $\frac{1}{2}$ inch below the bottom of the reservoir filler plug opening.

HOW TO MAKE YOUR BRAKES LAST LONGER

1. Apply brakes carefully the first few hundred miles of driving or when new linings have been installed.
2. Avoid sudden stops, as this wears brake lining and tires excessively.
3. Anticipate traffic stops so that you can slow down gradually with minimum use of the brakes.
4. When stopping on a slippery pavement, apply the brakes gently and intermittently. This will keep the wheels from locking and then sliding—rolling wheels have better traction.
5. In ordinary driving, apply the brakes in a firm manner. Strong, intermittent use of the brakes is always better than a gentle scrubbing for long periods.
6. In hilly country, use a lower gear when descending a long hill. If you still need to brake to hold down your speed, a series of short snubbing actions will prove more effective than keeping the brakes in use lightly but constantly.
7. See that brake adjustments are made when needed. Delay in adjusting brakes causes unnecessary wear on brake parts.
8. Inspect lining for wear after the third or fourth brake adjustment and remove all dust and dirt from the drums and brake shoe mechanism.

WHEELS AND TIRES

- The tires on your car were carefully selected to provide excellent riding stability, long life, and smart appearance. How much you benefit from these advantages depends on the care and service you give your tires. Proper inflation and planned rotation will lengthen tire life and reduce the possibility of premature failure.

TIRE PRESSURES—The inflation pressures recommended for the tires on your car depend on (1) whether the tires are cold (for example, after standing overnight) or (2) whether the tires have been run several hours creating pressure build-up. When tires are COLD, correct tire pressure is 24 pounds. Because inflation pressure is seldom checked when tires are cold, the following recommendations are made:

27 pounds is the normal operating pressure at moderate speeds in the city. This is the correct tire pressure after a car has been driven at normal speeds in the city, summer or winter. A pressure build-up of at least 3 pounds over starting pressure of 24 pounds is normal—otherwise tires are under-inflated.

29 pounds is the normal operating pressure at high speeds. This means that after a car has been driven at a high rate of speed, a pressure build-up of at least 5 pounds over the starting pressure of 24 pounds is normal—otherwise tires are under-inflated.

Never Reduce Or "Bleed" Tires Below Recommended Pressures.

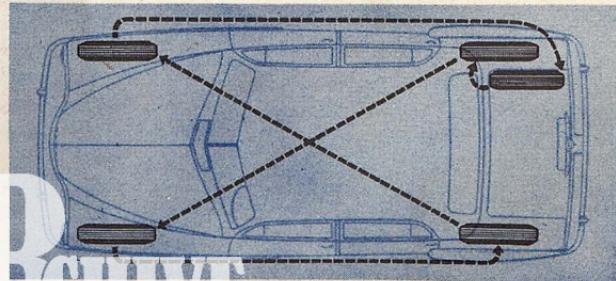
- Tire inflation pressures should be checked weekly with an accurate gauge. Avoid under-inflation to prevent excessive sidewall flexing and irregular or rapid tire wear. Avoid over-inflation to prevent road shocks, tire fabric breaks, rapid or irregular wear, and reduction of skid resistance. Reinstall tire valve caps after checking tire pressures. They serve a useful function in keeping dirt out and sealing the valve opening against loss of air pressure.

TIRE ROTATION—Maximum tire life can be obtained if the following precautions are observed:

- (1) *Maintain correct tire inflation pressures.*
- (2) *Avoid continuous high-speed driving.*
- (3) *Avoid excessive speeds on curves, unnecessary braking, and spinning the wheels on fast acceleration.*
- (4) *Avoid striking sharp objects or sharp edges of holes in the road.*
- (5) *Rotate tires at recommended intervals.*

The need for tire rotation is brought about by the driving forces applied by the rear wheels, the steering effort applied by the front wheels, and by the varying contour of road surfaces. Rotation of tires every 2500 miles, as indicated in the accompanying diagram, will even out irregular tire wear at the different wheel positions and provide maximum tire life. The spare wheel should be utilized to gain additional tire mileage.

CAUTION: Once a tire rotation procedure is started, this same procedure should be followed every 2500 miles throughout the life of a set of tires.

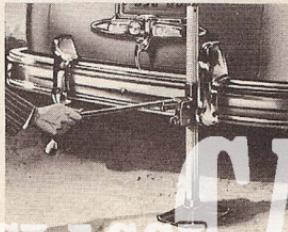
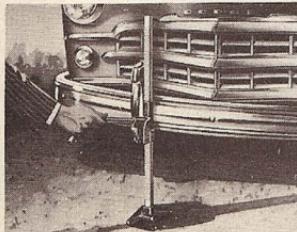


WHEELS AND TIRES

WHEEL ALIGNMENT—Front wheel alignment is carefully set at the factory and rechecked by your Dodge dealer prior to the delivery of your car. Alignment adjustments, however, can be disturbed by striking an obstruction hard enough to distort some part of the front support mechanism. Alignment should be checked after each year of operation, otherwise only when the car fails to steer properly or when involved in an accident.

WHEEL BALANCING—Wheel balancing is generally considered unnecessary unless the tires are worn very unevenly or some special tire of other than the original make and type has been installed, or when a tire casing has been repaired by vulcanizing or by the use of a "boot." The need for balancing wheels may be indicated by excessive steering wheel "fight" on smooth pavements at speeds above 30 miles per hour. Balancing operations will seldom correct unusual tire wear.

BUMPER JACK—A sturdy bumper jack is conveniently stowed back of the spare wheel in the luggage compartment. When you need the bumper jack in emergency wheel changing in case of a flat tire, use the jack handle wrench to remove the spare wheel from its carrier. Then lower the lifting pad on the bumper jack



to release the tension in the anti-rattle spring. Lift the jack over the wheel carrier, remove the spring, and disengage the base from the raised metal lip on the floor.

TIRE AND WHEEL CHANGING—Tire changing is made easy with the help of the bumper jack if suggested procedure is followed:

1. Set the hand brake and block the wheel diagonally opposite the wheel to be changed.
2. Remove the hub cap with a screwdriver (this applies to combination hub cap and wheel trim ring) and slightly loosen the wheel cap screws.
3. Place the jack in position with the lifting pad under the bumper (see illustrations). Insert the jack handle and raise the jack cam. Pump to raise the car to a height just sufficient to free the wheel to be removed.
4. Remove the wheel cap screws and the tire and wheel.
5. Install the spare tire and wheel on the hub and replace the cap screws.
6. Lower the car by tripping the jack cam and then pumping the bumper jack in the same manner as when raising the car.
7. Check to make sure the cap screws are tight. Give each cap screw an extra turn with the jack handle when the wheel is on the ground.
8. Install hub cap with a sharp blow of the hand. Combination hub cap and wheel trim ring is installed by pressing into place around the wheel.
9. Replace bumper jack in luggage compartment by engaging raised lip in base slot, inserting spring in lifting pad, then raising pad to put tension on spring.

TUBE REPAIR—The cold patch method of repairing butyl rubber tubes is not satisfactory and should not be attempted by the owner. When tube repair is necessary, butyl tubes should be vulcanized according to the procedure established for synthetic rubber tubes.

CLASSIC
AUTOMOBILE

CAR CLEANING HINTS—EXTERIOR



WASHING THE CAR—You can retain the lasting beauty of the high luster, hard-baked enamel finish of your new car by washing frequently with plenty of cool water. Saturate the dirt on the finish with water before proceeding with the

actual washing operations. For best results, use a clean sponge and running water and rinse sponge often. Dry to a high polish with a clean, damp chamois skin. Avoid washing the car in strong sunlight or when enamel surfaces are hot. Never use hot water.

POLISHING THE CAR—While frequent washing will keep the finish of your car at a high luster for a long period of time, accumulated road scum, strong sunlight, and adverse weather conditions will finally tend to dull the finish. An application of a non-abrasive liquid polish, such as MoPar Automobile Polish, will restore the finish to its original high luster.

Auto waxes are not recommended for the finish of your New Dodge because abrasive cleaners may be used to remove the original wax coating when rewaxing becomes necessary. Such abrasive cleaners may cut through the surface of the enamel finish and permanently destroy the high luster. The use of soaps in cleaning operations is also not recommended since a dull film may be left on the highly finished surfaces.

CLEANING CHROME SURFACES—Chrome plated parts should be kept clean and free from foreign matter. Several elements tend to destroy the beauty and sparkle of plated surfaces: sulphur dioxide present in the air, salt and calcium chloride used to clean streets of snow and ice and to prevent dust on dirt roads, and salt air in seacoast locations. Frequent washing of the car will help keep these destructive elements under control.

However, if rust spots appear on chrome plated surfaces, especially on scratched or scuffed car bumpers, use MoPar Chromium Polish to remove every trace of rust. To prevent further oxidation, rub affected parts with a clean cloth lightly saturated with oil. For semi-permanent protection, apply a thin coat of wax, varnish, or clear lacquer.

REMOVING TAR AND ROAD OIL—Tar streaks picked up on freshly tarred roads can be removed when fresh with cleaning gasoline or naphtha. If hardened, use a commercial tar remover. Follow directions carefully to avoid scratching or dulling the surface. White sidewall tires can be cleaned with household scouring powder that is known not to contain harmful abrasives.

CLEANING GLASS SURFACES—When cleaning a dirty windshield or grimy car windows, always wet or moisten the wiping cloth with water or MoPar Glass Cleaner. Wiping with a dry cloth may cause minute surface scratches on the glass. Do not operate windshield wipers to remove dirt on a dry windshield.

CAR CLEANING HINTS—INTERIOR



You will want to keep the interior of your New Dodge clean and attractive at all times. Upholstery that is brushed often will wear longer. Foot pedals and rubber floor mats that are scrubbed clean will give you greater driving comfort. An instrument panel that is kept dusted and polished will always give your car that "showroom" look.

Dirt and dust should be removed from the upholstery every few weeks. A few minutes with a whiskbroom, clothes brush, or vacuum cleaner will do the job. If the upholstery should be accidentally stained or spotted, the following cleaning suggestions may prove helpful. MoPar Fabric Cleaner or MoPar Spot Remover is recommended whenever the use of cleaning fluid is indicated.

GREASE AND OIL—Scrape loose grease from upholstery with dull knife. Moisten clean cloth with cleaner. Rub with circular motion, working inward to avoid rings. Change to clean portion of cloth every few strokes.

CANDY—For candy stains other than chocolate, wet cloth with very hot water and rub briskly. For chocolate stains rub lightly with clean cloth dipped in lukewarm water. Then sponge with second cloth wet with cleaner.

FRUIT AND ICE CREAM—First sponge with lukewarm water. If stain remains, apply hot water directly. Scrape with dull knife. Rub with cloth dipped in hot water. Latter method

should be used only in extreme cases as discoloration of upholstery sometimes results. When dry rub lightly with cleaner. Do not use soap or dry with heat.

COSMETICS—Pour small amount of cleaner directly on stain. Soak up quickly with blotting paper. Repeat with clean pieces of blotting paper.

BLOOD—Rub stain lightly with cloth dipped in cold water. Apply few drops of household ammonia. Sponge with more cold water. Do not use hot water or soap.

WATER SPOTS—Sponge panel of upholstery with cold water. Allow to dry. Moisten clean cloth with cleaner and rub gently.

URINE—Sponge stain with mild soapsuds. Clean thoroughly with cloth dipped in cold water. Apply solution of one part household ammonia and five parts water. Rinse with clean wet cloth.

PAINT AND LACQUER—Remove as quickly as possible before stain dries. Rub with cloth saturated in turpentine. Rinse with cold water.

CHEWING GUM OR TAR—Moisten gum or tar with cleaner and scrape off with dull knife. Apply additional cleaner and rub gently.

CAUTION: Leather and imitation leather surfaces should be cleaned with lukewarm water and mild soap only. Rinse with clean water. Dry with clean, soft cloth. Do not use cleaning fluids of any type.

CARE OF VARNISHED SURFACES



preserve the beauty of the wood areas and protect the value of your investment.

Varnished surfaces will lose their original glossiness when exposed to the destructive action of strong sunlight, moisture, extremes in temperature, and road dirt. Wood parts must be revarnished periodically and kept free of cracks and checks. Furthermore, surface damage must be repaired to prevent discoloration and possible deterioration of the wood.

Washing frequently with cool water is recommended to keep varnished surfaces clean. The use of soaps and waxes will not prove as effective as revarnishing the wood surfaces at six-month intervals.

Prepare the wood parts for varnishing by sanding them lightly with fine sandpaper. Pay special attention to any spot where the varnish shows signs of cracking or peeling, and "feather in" the varnish to the wood at that point.

While sandpapering the wood surfaces, inspect all joints for separation which would allow moisture to enter. Clean out such loosened joints with a knife or hack saw blade,

The light-colored varnished wood surfaces on Station Wagon Models require periodic attention. The simple directions and suggestions given below will help

apply glue to the opening, and clamp securely until dry. If gluing and clamping is not feasible, fill the crevice with plastic wood.

Make sure all materials are dry and surfaces are free from dust before applying varnish. When all preparations have been made and the parts to be varnished are at room temperature (70° F. is the ideal temperature), then apply any high-quality exterior varnish, using either the brush or spray method. Drying will require from 12 to 15 hours.

Unless you are experienced in the application of varnish, you may find it desirable to allow your Dodge dealer to perform the refinishing operations, or enlist his help in arranging to have this work done for you.

CARE OF CONVERTIBLE TOP MATERIALS

Brush top frequently with a stiff whisk broom or an ordinary upholstery brush to remove dust and dirt particles. To clean convertible top material, brush carefully from end to end and wash with lukewarm water and castile soap. Never use hot water or caustic soap. Also avoid the use of volatile cleaning fluids, such as naphtha, gasoline, etc. If necessary to employ a volatile cleaner to remove grease or oil spots, use sparingly and never apply directly to top material.

To clean plastic windows and window panels, rinse surface with cold water spray and allow to "air dry." Do not attempt to "dry" clean with dry or damp cloth. If further attention is required, lather surface with mild soap suds, using palm of hand. Rinse thoroughly and allow to dry.

MILEAGE MAINTENANCE TABLE

OPERATION	1000	2000	2500	3000	4000	5000	6000	7000	7500	8000	9000	10,000	11,000	12,000
Lubricate chassis and body hardware.....	○	○		○	○	○	○	○	○	○	○	○	○	○
Lubricate water pump, hand brake and gear shift linkage.....	○	○		○	○	○	○	○	○	○	○	○	○	○
Lubricate brake and clutch pedal linkage.....	○	○		○	○	○	○	○	○	○	○	○	○	○
Lubricate propeller shaft center bearing.....													○	
Change engine oil*.....	○		○			○			○				○	
Clean and re-oil oil filler pipe cap cleaner.....			○			○						○		
Clean and re-oil crankcase ventilation outlet pipe air cleaner.....			○			○			○			○		
Check condition of carburetor air cleaner*.....	○	○		○	○	○	○	○		○	○	○	○	○
Replace engine oil filter*.....										○				
Check steering gear lubricant level.....	○	○		○	○	○	○	○		○	○	○	○	○
Check transmission and rear axle lubricant level.....	○	○		○	○	○	○	○		○	○	○	○	○
Drain and refill transmission.....												○		
Lubricate generator.....												○		
Lubricate distributor.....												○		
Clean and repack front wheel bearings.....												○		
Lubricate gear shift remote control rod end.....												○		
Check fluid level in fluid drive unit.....	○											○		
Lubricate rear springs.....												○		
Lubricate speedometer cable and oil wick.....												○		
Lubricate windshield wiper pivots.....												○		
Check fluid level in brake master cylinder.....	○			○		○				○		○		○
Check adjustment of hand and foot brakes.....							○						○	
Check adjustment of clutch.....							○							○
Rotate tires.....		○			○				○			○		
Check wheel alignment.....												○		
Clean and re-gap spark plugs.....	○			○					○					
Replace spark plugs.....												○		
Tune engine (minor).....								○						○
Tune engine (major).....														○
Check lights and headlight aiming.....														○
Tighten chassis and body bolts.....										○				

*Operating conditions less than the most favorable may require more frequent changes. Consult your Dodge dealer about your particular needs.

GENERAL OPERATIONS

Gas Stop—Check oil level and radiator coolant level.

Weekly—Check tire pressures; check battery solution level; wash car and brush upholstery.

Seasonal—At the start of each summer and winter season, drain and clean the cooling system, inspect radiator hoses and fan belt, and add MoPar Rust Resistor or anti-freeze containing a rust inhibitor.

20,000 Miles—Drain and refill rear axle.

20,000 Miles—Disassemble, clean, and repack universal joints. Disassemble propeller shaft spline joint, clean, and repack half-full with chassis lubricant.

HEATER AND BLOWER OPERATION



The MoPar All Weather Comfort System (Model 500) is designed to provide heated or unheated fresh air ventilation to make driving a truly comfortable and enjoyable experience in either summer or winter.

You will find a set of four controls located on the instrument panel lower flange just below the radio grille. Here are the controls that let you choose your own weather inside your car with a flick of the wrist:

1. **Air Fan Control Knob**—Operates the motor driven air fan in either low or high speed to bring in outside fresh air.
2. **Defroster Control Knob**—Operates the defroster motor and blower fan in either low or high speed to force heated or unheated air through the defroster outlets.
3. **Temperature Control Lever**—Provides constant air temperature inside car; degree dependent on setting of lever which has range from COOL to WARM.
4. **Fresh Air Control Lever**—Controls passage of fresh air through the system; has three positions—OFF, SUMMER, WINTER.

WINTER OPERATION

Before Engine Warms Up

1. Place Fresh Air Control Lever and Air Fan Control Knob in OFF positions.

After Engine Warms Up (Above 120° F.)

2. Set Temperature Control Lever in desired position.
3. Place Fresh Air Control Lever in WINTER position.
4. Turn Air Fan Control Knob to ON position (low speed or high speed).
5. To defrost or de-fog the windshield, turn Defroster Control Knob to ON position (low speed or high speed).

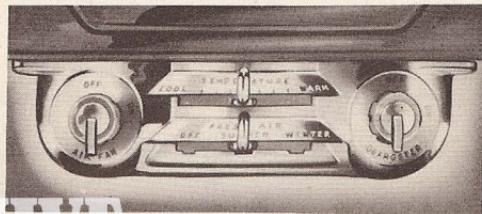
NOTE: In case windshield fogs before engine is warm, and while Fresh Air Control Lever and Air Fan Control Knob are in OFF positions, turn Defroster Control Knob to ON position. After engine warms up, reset controls for winter operation.

SUMMER OPERATION

1. Set Temperature Control Lever in COOL position.
2. Set Fresh Air Control Lever in SUMMER position.
3. Turn Air Fan Control Knob to ON position to circulate fresh air in car.
4. Then, if windshield fogs, turn Defroster Fan Control Knob to ON position.



MODEL
500



CLASSIC ARCHIVE

HEATER AND BLOWER OPERATION

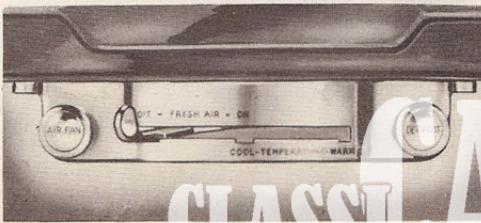
MOPAR ALL WEATHER COMFORT SYSTEM (Model 300)—Control panel has combination Fresh Air and Temperature Control Lever and two push-pull type knobs that control heater fan and defroster operation. Handy controls offer many combinations of fresh and heated air to overcome sleet, fogging, frost, high humidity, and other weather conditions.

For winter operation, place all controls in OFF position until engine temperature reaches 120° F. Then slide Fresh Air and Temperature Control Lever to WARM position and pull out Air Fan knob for fresh heated air. To defrost windshield, pull out Defroster Control knob. Temperature inside car may be regulated by adjusting Temperature Control Lever between COOL and WARM positions.

For summer operation, slide Temperature Control Lever to ON position, pull out Air Fan knob and open cowl ventilator. In rainy weather, also pull out Defroster Control knob to "de-fog" windshield. For chilly nights, slide Temperature Control Lever toward WARM position. Hot water valve in engine cylinder head must be open, however.



MODEL
300



CLASSIC
ARCHIVE

MOPAR ALL WEATHER COMFORT SYSTEM (Model 100)—Control panel has four push-pull control knobs that provide many combinations of settings to meet different weather conditions. Each control knob has more than one position so that comfort level can be regulated to suit individual requirements. Here are just a few of the possible control settings:

Winter Operation

Air Fan.....	OUT
Temp. Control.....	OUT
Air Off.....	IN
Defroster.....	IN

Winter De-Icing

Air Fan.....	OUT
Temp. Control.....	OUT
Air Off.....	IN
Defroster.....	OUT

Summer Operation

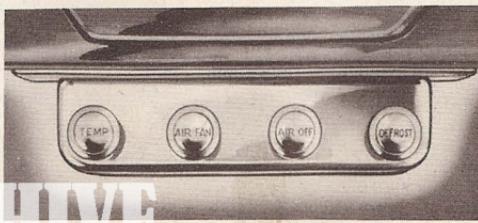
Air Fan.....	OUT
Temp. Control.....	IN
Air Off.....	IN
Defroster.....	IN
Open Cowl Ventilator	

Summer Rain Storms

Air Fan.....	OUT
Temp. Control.....	IN
Air Off.....	IN
Defroster.....	OUT



MODEL
100



RADIO OPERATION



Your custom-built MoPar radio was especially engineered to work in conjunction with the electrical system of your car. Combining power, sensitivity, and matchless tone quality, your radio will provide many hours of enjoyable listening.

MOPAR RADIO (Model 803)—To turn radio on, merely push the automatic tuning button for station desired or push in "Dial" button. Volume is regulated by Volume Control knob at left of push button panel. Disc behind this knob allows selection of tone quality—Voice, Music, or Mello. Radio may be tuned manually by turning right-hand Tuning Control knob after first pressing in "Dial" button. To turn radio off, push "Off" button.

To reset a push button for station other than one originally selected, proceed as follows:

1. Turn radio on and extend antenna.
2. Push "Dial" button and tune desired station manually.
3. Remove push button cap.
4. Pull out knurled end of station button and turn for loudest reception. Check station by pushing in "Dial" button again.
5. If necessary adjust Push Button Compensator near antenna socket for maximum volume with No. 5 button pushed in.
6. Replace button cover with notched side toward retaining spring on plastic core.

MOPAR RADIO (Model 603)—To operate, turn Volume Control knob at left of push button panel clockwise and push automatic tuning button to station desired. To increase volume, continue to turn Volume Control knob clockwise. Tone quality may be selected by pushing "Tone Control" button to one of three positions. Radio may be tuned manually by turning Tuning Control knob at right of push button panel. To turn radio off, turn Volume Control knob counter-clockwise.

To reset push button for station other than one originally selected, proceed as follows:

1. Turn radio on and extend antenna.
2. Remove push button cap.
3. Loosen knurled knob by turning counter-clockwise (no more than two turns).
4. Tune desired station with manual Tuning Control knob.
5. Hold Tuning Control knob and push in station button as far as it will go.
6. Tighten knurled station button securely.
7. Replace push button cap.



CLASSIC ARCHIVE

PLANNED DRIVING



"Planned driving" is a new term to most Dodge owners. It describes driving techniques that stretch each gallon of gas used. Recent tests conducted by service engineers show that marked savings in fuel consumption are possible by changes in driving habits.

By simply slowing down to moderate speeds and planning starts and stops, an average driver can increase gas mileage in both city and open-road driving. Other factors such as engine in tune, correct tire inflation, proper brake adjustment, and use of light lubricants in cold weather influence fuel economy, but correct driving techniques offer the biggest gas savings.

Here are a few basic driving rules developed after exhaustive tests and trial runs that point the way to fuel economy:

Use moderate speeds on highway—At high speeds more horsepower is used, wind resistance is stronger, friction of moving engine parts is increased, and acceleration is more frequent to pass slower cars. All these factors demand extra fuel. For best economy maintain a moderate cruising speed that is practical for the road you are driving.

Avoid unnecessary starts and stops—By looking ahead and judging the speed of other cars and the timing of traffic lights,

unnecessary starting and stopping can be avoided to a great extent. If there are so many traffic obstacles that you cannot drive at the speed you want without frequent stops, drive at a slower speed. You will get there just about as fast and still conserve gas.

Drive at a steady speed—You burn more gas getting up to any particular speed than you burn driving steadily at that speed for a given length of time. Avoid excessive acceleration in either highway or city driving. By maintaining a steady speed you will use your brakes less, you won't shift into lower gear as often, and you will enjoy a smoother ride at less cost to your pocketbook.

Don't stay in lower gear longer than necessary—Tests show that a driver will get maximum fuel economy by using lower gears for starting, and shifting to the next higher gear as soon as the engine will run smoothly in the higher gear. Lower gears are power gears and require more gas when used.

Don't idle longer than necessary—Turn off the ignition while waiting at the curb for friends, when delayed at railroad crossings, or while shopping. Instead of idling until the engine is warm, begin to drive at moderate speeds when the oil gauge shows normal pressure. An engine under load will warm up faster than an idling engine. In extreme cold weather, however, idling the engine for a few minutes and then driving at moderate speeds assures proper oil circulation. Never race the engine under any circumstance.

WHEN IN TROUBLE

- If your engine stops or fails to start and emergency road service is not readily available, you can make several checks that might help you locate and correct trouble. The following trouble-shooting suggestions are offered only as a guide in locating obvious troubles. Let your Dodge dealer diagnose and correct any serious difficulties you might experience in starting or operating your car.

ENGINE WILL NOT CRANK—Most common cause is a discharged battery. Replace with a fully-charged battery or start engine by pushing car. In cars equipped with standard transmission, turn on ignition and place gearshift lever in "high" position. In cars equipped with Gyromatic Transmission, turn on ignition, depress clutch, move gearshift lever to Power Range, let car attain speed of 10 to 15 miles per hour, then release clutch. It is a wise precaution to let your Dodge dealer check the cause of a discharged battery to avoid similar trouble later on.

ENGINE WILL CRANK BUT NOT FIRE—In rainy weather or on extremely humid days, engine may not start easily because of moisture accumulated on dirty spark plugs, ignition coil, distributor, and spark plug wires. Wipe exterior of electrical units clean and dry.

Excessive use of the accelerator pedal in trying to start

may flood the engine. This can be detected by a strong odor of raw gasoline. To bring more air into the intake system to balance the air-fuel mixture, press accelerator pedal to the limit and operate starter continuously until engine fires.

With a reasonable mixture entering the cylinders the engine should start and run, provided an adequate spark is delivered to the spark plugs at the proper time. The intensity of the spark can be checked as follows: Disconnect a wire from a spark plug and hold it about $\frac{1}{4}$ " from the cylinder head while the engine is being cranked. If the spark jumps $\frac{1}{4}$ " to $\frac{3}{8}$ " to the cylinder head, it should be adequate to start the engine. CAUTION: Hold the spark plug wire by its insulated portion to avoid shock.

On long, hard drives in hot weather, you may experience difficulty in starting after a short stop. To relieve possible vapor lock, depress accelerator pedal slowly to the limit of its travel and crank engine.

As a last suggestion, if the engine does not start immediately, wait a few seconds before again operating the starter. This will conserve the battery and produce greater turning power when you need it in your starting attempts. Also check first to make sure the fuel tank contains gasoline before attempting to diagnose starting troubles.

SPECIFICATIONS

	Model D29	Model D30
AXLE—FRONT		
Toe-In (actual measurements at hub height).....	0 to $\frac{1}{16}$ in. 0 preferred -1° to $+1^\circ$	0 to $\frac{1}{16}$ in. 0 preferred -1° to $+1^\circ$
Caster Angle (not adjustable).....	0° preferred 0° to $+\frac{1}{2}^\circ$ $+\frac{1}{4}^\circ$ preferred	0° preferred 0° to $+\frac{1}{2}^\circ$ $+\frac{1}{4}^\circ$ preferred
Camber Angle.....	$\frac{3}{4}^\circ$ to 6°	$\frac{3}{4}^\circ$ to 6°
King Pin (pivot angle).....		
AXLE—REAR		
Type.....	Semi-Floating	Semi-Floating
Axle Shaft End Play.....	.003 to .008	.003 to .008
Backlash (ring gear and pinion). .	.006 to .010	.006 to .010
Gear Ratios		
3-Passenger Coupe and Roadster.....	3.73	—
2-Door Sedan.....	3.9	—
Station Wagon.....	—	4.1
8-Passenger Sedan.....	—	4.1
All Others		
With Gyromatic Transmission.....	—	3.9
With Standard Transmission	—	4.1
BATTERY (45 Plate—105 Amp. Hour)		
Terminal Grounded.....	Positive	Positive
Voltage.....	6	6
Specific Gravity (fully charged). .	1.275-1.300	1.275-1.300
Brake—Service		
Pedal Free Play.....	$\frac{1}{8}$ to $\frac{1}{4}$ in.	$\frac{1}{8}$ to $\frac{1}{4}$ in.
Shoe Facing to Drum Clearance.	.006 in.	.006 in.
Brake—Hand		
Band Clearance.....	.015 to .020 in.	.015 to .020 in.

	Model D29	Model D30
CLUTCH		
Pedal Free Play.....	1 in.	1 in.
IGNITION		
Breaker Point Gap.....	.020 in.	.020 in.
Spark Plug Size.....	14 mm.	14 mm.
Spark Plug Gap.....	.038 in.	.038 in.
Set Points to Open.....	.002 in. or 2° ATDC	.002 in. or 2° ATDC
Firing Order.....	1-5-3-6-2-4	1-5-3-6-2-4
LUBRICATION		
Engine Oil Pressure at 30 m.p.h.	40 to 50 lbs.	40 to 50 lbs.
VALVES		
Tappet Clearance (engine hot)		
Intake.....	.008 in.	.008 in.
Exhaust.....	.010 in.	.010 in.
TIRE SIZES—STANDARD		
8-Passenger Sedan.....	—	8.20 x 15
Station Wagon.....	—	7.60 x 15
All Others.....	6.70 x 15	7.10 x 15

CAPACITIES

Engine Crankcase (refill)*.....	5 quarts	5 quarts
Cooling System.....	15 quarts	15 quarts
Transmission		
Standard (refill).....	2½ pints	2½ pints
Gyromatic (refill).....	—	3 pints
Rear Axle.....	3¼ pints	3¼ pints
Station Wagon and 8-Passenger Sedan.....	—	3½ pints
Fuel Tank.....	17 gallons	17 gallons

*Add 1 quart when replacing oil filter.

Specifications subject to change without notice

CLASSIC CAR ARCHIVE

MANUFACTURER'S WARRANTY

Automobile Manufacturers Association Uniform Warranty

"The manufacturer warrants each new motor vehicle manufactured by it to be free from defects in material and workmanship under normal use and service, its obligation under this warranty being limited to making good at its factory any part or parts thereof, including all equipment or trade accessories (except tires) supplied by the Motor Vehicle Manufacturer, which shall, within ninety (90) days after making delivery of such vehicle to the original purchaser or before such vehicle has been driven four thousand (4,000) miles, whichever event shall first occur, be returned to it with transportation charges prepaid, and which its examination shall disclose to its satisfaction to have been thus

defective; this warranty being expressly in lieu of all other warranties expressed or implied and of all other obligations or liabilities on its part, and it neither assumes nor authorizes any other person to assume for it any liability in connection with the sale of its vehicles.

"The warranty shall not apply to any vehicle which shall have been repaired or altered outside of an authorized Dodge service station in any way so as, in the judgment of the manufacturer, to affect its stability or reliability, nor which has been subject to misuse, negligence or accident."

CHRYSLER CORPORATION
Dodge Division
Detroit 31, Michigan, U.S.A.

Chrysler Corporation reserves the right to make changes in design or to make additions to or improvements in its products without imposing any obligation upon itself to install them on its products previously manufactured.


OWNER SERVICE POLICY—When you accepted delivery of your new Dodge, you received an Owner Service Policy which entitles you to free inspections at the end of the first 1000 and 2000 miles of driving. These inspections are to be performed by the Dodge dealer from whom you purchased your car. Your privileges also extend to the replacement of parts found

to be defective under the terms of the Factory Warranty. All Dodge dealers are authorized to replace, without charge for material or labor, parts proved to be defective during the warranty period. The Owner Service Policy was designed for your protection. Please read it carefully so that your privileges and obligations will be clearly understood.

CLASSIC ARCHIVE

SERVICE AND PARTS

YOUR DODGE DEALER checked and prepared your new car before delivery to you. We urge you to return to him for your free warranty inspections and any other service or repairs you may need. Also make it a habit to visit him every 1000 miles for a complete lubrication job and a thorough inspection.

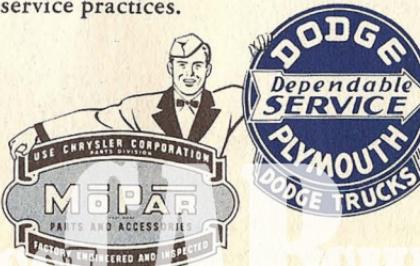
Here is what your Dodge dealer has to offer you from a service standpoint:

Adequate Facilities Your dealer's service department was designed and built for just one purpose—to assure you the highest degree of service at fair prices. Modern shop equipment and the efficient use of floor space makes it possible for your dealer to give full value on all repairs.

Trained Mechanics You will find Dodge mechanics courteous, efficient, and familiar with modern service practices.

EMBLEM OF QUALITY PARTS

When you need replacement parts, insist on genuine MoPar factory-engineered and inspected parts. MoPar parts and accessories are made right, fit right, and work right. Look for the famous MoPar emblem—your assurance of high-quality parts that make better repair jobs.



A factory-planned film training program brings latest service information to them each month. Service bulletins, shop manuals, and instruction on the job also keep Dodge mechanics up to date with what is new in the service field.

Special Tools Your dealer maintains an inventory of special service tools that are considered absolutely essential to properly perform difficult service operations. These tools have been designed by factory service engineers to give you a better repair job at less cost.

MoPar Parts Your dealer has a complete parts department manned by experienced parts men and stocked with MoPar parts and accessories. Instant availability of parts means faster, more accurate repair work for you. MoPar parts are identical with the parts now in your car.

SIGN OF DEPENDABLE SERVICE

Look for this authorized service sign displayed by more than 4000 Dodge dealers all over America. When you travel you can rely on this blue-and-white emblem for modern, efficient service. Dodge dealers stand ready to welcome you wherever you go. They are pledged to give you service equal to the best offered their own regular patrons.



CLASSIC CAR DRIVE

*Owner's Manuals, Service Manuals
Vintage Ads and more...*



the classiCARchive.net